

Tourtellotte Park Association Meeting

Franklin School Safety

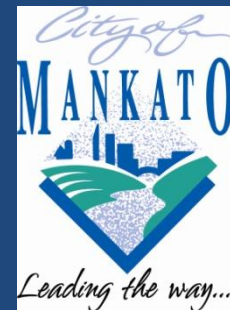
Thompson Ravine Road (Background Info)

Thompson Ravine Road (Design Info)

Broad Street/Madison Avenue Median

One-Way Conversion of Broad/4th Streets

Other Traffic Issues



7/26/2010



Franklin School Safety

- ⚙ City and School officials developed a plan to improve pedestrian and traffic safety
- ⚙ Franklin School is the only school that utilizes on-street for bus transfers
- ⚙ Excessive on-street bus usage, employee parking, and double parking in conjunction with student drop-off/pick-up magnifies safety concerns
- ⚙ The School District agreed to expand on-site faculty parking and direct employees to utilize on-site parking spaces



Franklin School Safety

- ⚙ The City will monitor long-term parking on the street by school faculty for the 2010-2011 School Year
- ⚙ The City will add an additional student drop-off/pick-up zone along North Broad Street and resign the existing 2nd Street zone (five (5) minutes no unattended vehicles)
- ⚙ Adams Street parking will be converted to visitor parking
- ⚙ Unattended vehicles, and double parked vehicles during drop-off/pick-up hours will be warned and then ticketed by Police



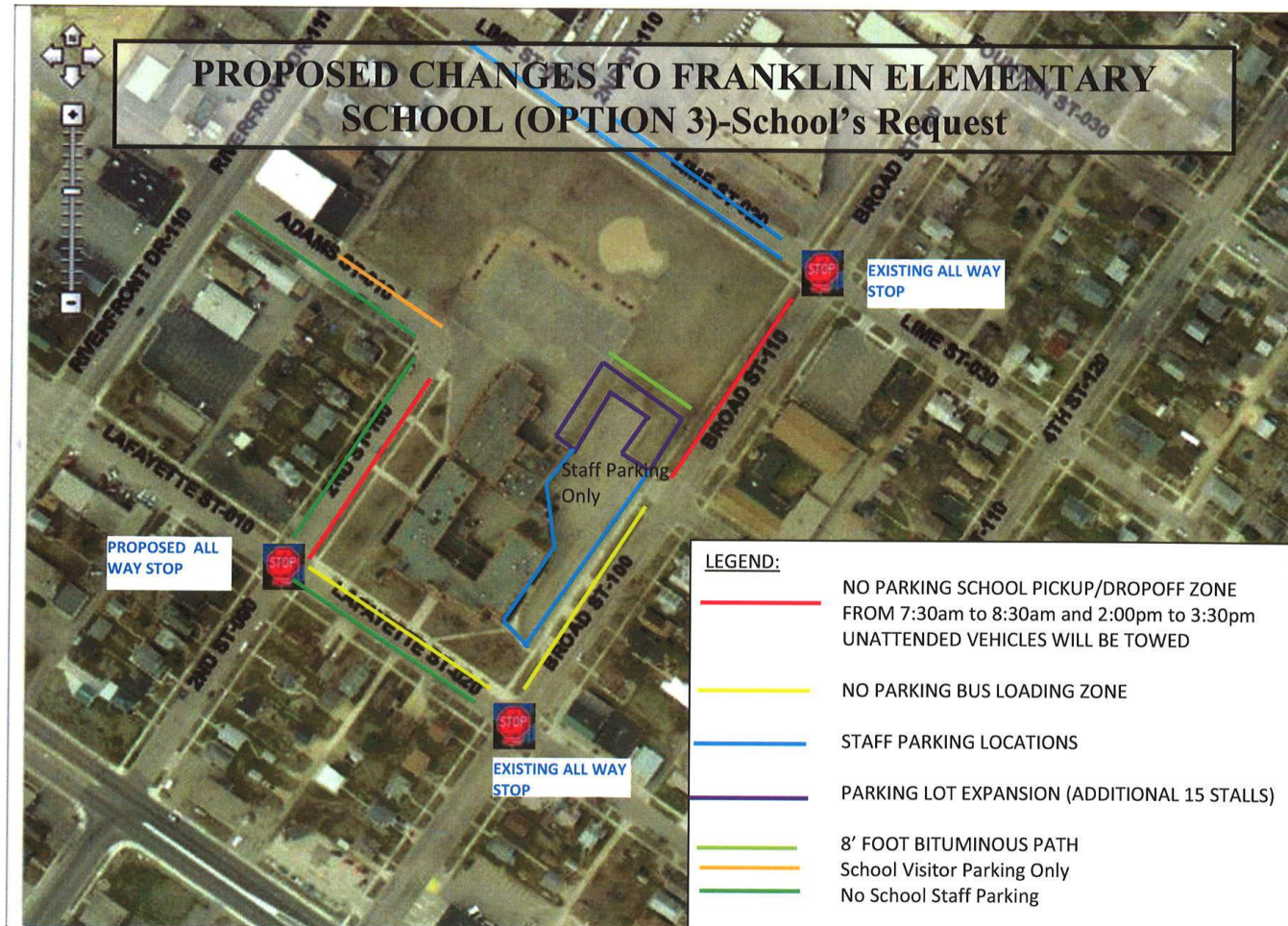
Franklin School Safety

- ⚙ The City will monitor the bus transfer site during 2010-2011 School Year and determine if the School District must make on-site bus transfer improvements
- ⚙ The City will monitor traffic on 2nd Street (north of Madison Avenue) and Lafayette Street to determine the need for additional school speed zones
- ⚙ The City will further paint 4th Street/Madison Avenue, 2nd Street/Madison Avenue crosswalks at signals and establish school crossing zone signage on Madison Avenue



Franklin School Safety

- ⚙ Current crossing guards will be maintained at 4th Street and on Broad Street adjacent to the School
- ⚙ A walking school bus program will replace crossing guards established by the School by Spring 2011 with help of City/County grant funds
- ⚙ The City will analyze the School Safety Committee recommendation to convert Broad Street and 4th Street to two-way traffic
- ⚙ The School will be responsible for explaining/advising safety changes to parents at School Orientation



Thompson Ravine Road

Background Info



- ⚙ Road was originally designed by Blue Earth County as a County highway (banked curves encouraging higher speeds)
- ⚙ Thompson Ravine Road was reclassified as a Municipal State Aid road (the condition of classification maintains the connection to the hilltop area/CSAH 3)
- ⚙ Traffic counts for Thompson Ravine Road for the past five (5) years have ranged from 1850 to 1950 AADT
- ⚙ The average speed before construction was 38 mph, but did record a 56 mph speed during the traffic study

Thompson Ravine Road

Background Info



- ⚙ Over half of the traffic is between Noon and 6 pm, with the most cars between 5 pm and 6pm (it appears that people use Thompson Ravine Road as a return route at the end of the work day)
- ⚙ Four cars travel west bound (to the north end neighborhood) for every three that travel east bound (Kwik Trip and the Mall)
- ⚙ The City does not have up-to-date traffic info for May Street - it is scheduled for reconstruction by 2014
- ⚙ Thompson Ravine Road is currently classified as a City collector

Thompson Ravine Road

Background Info



- ⊗ In comparison to Thompson Ravine Road traffic count of 1950 the following traffic counts are:
 - ⊗ Adams Street from 7th Street up the hill = 2500
 - ⊗ Stoltzman Road south of Doc Jones Road = 1750
 - ⊗ Pleasant Street from Stoltzman to Warren Street = 2350
 - ⊗ Mound Avenue = 2200
 - ⊗ Kennedy Street from Bassett to Main Street = 1900

Thompson Ravine Road

Design Info



- ⚙ The new road design maintains current road width and alignment, curb and gutter on north side only, full length trail/walkway to hilltop/CSAH 3
- ⚙ Curves are to be flattened to reduce maximum design speed to 30 mph
- ⚙ New bridges are approximately twice as wide as the creek bottom to convey more water at the creek depth, in turn reducing erosion; also installing riprap and removing fallen logs

Thompson Ravine Road

Design Info



- ✧ Establish curb, remove gravel area, and flatten intersection at May Street
- ✧ There are no plans to connect Thompson Ravine Road with Mable Street (through Good Counsel property)
- ✧ The City worked with the Department of Natural Resources (DNR) on the design and improvements to the Thompson Ravine waterway – DNR approved the design
- ✧ The pavement design reflects a 20 year traffic assumption of 2500 AADT (annual 1% increase)

Broad Street/Madison Avenue Median



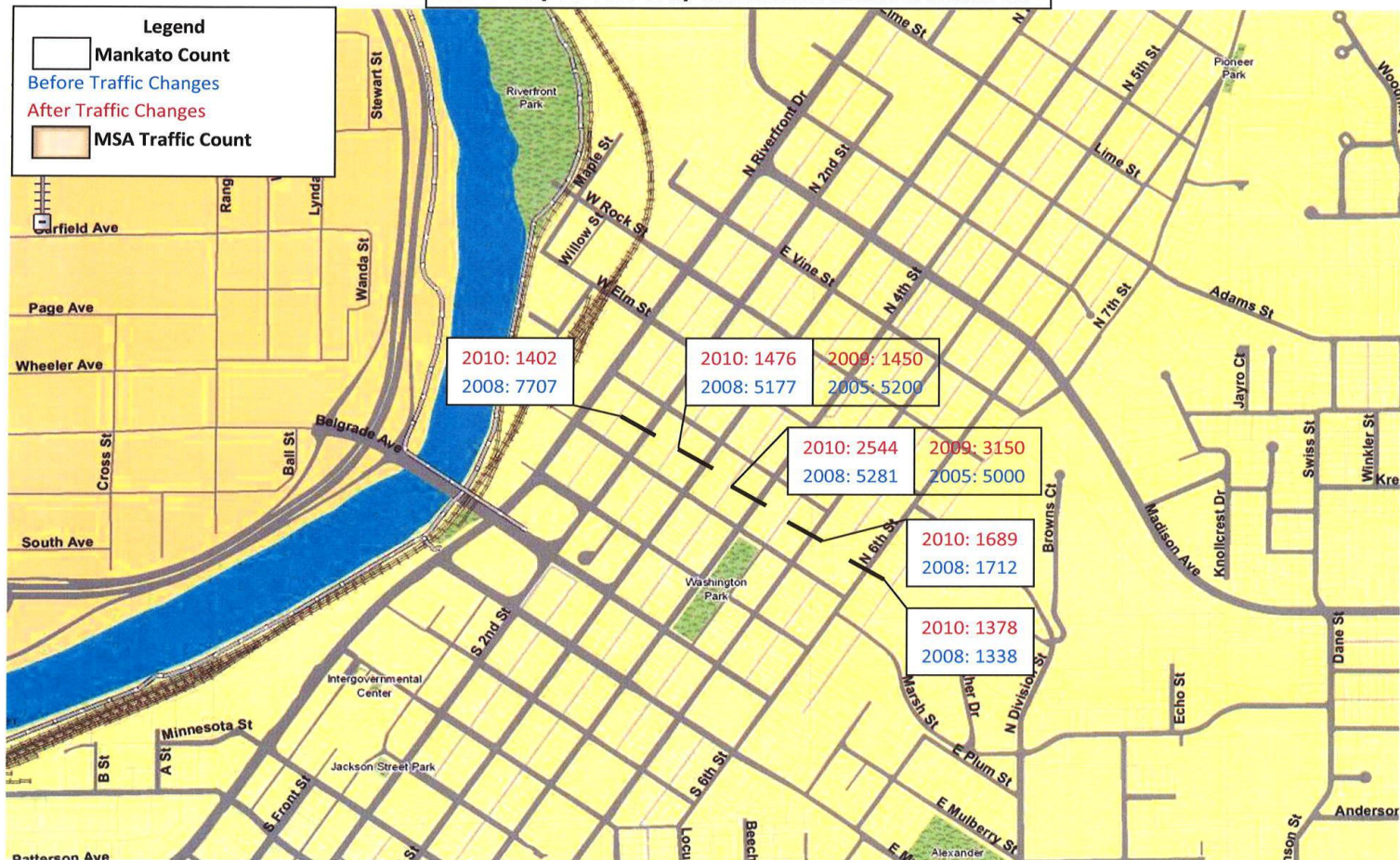
- ⚙ The Broad Street/Madison Avenue median was installed to divert traffic away from the neighborhoods south of Madison Avenue and as a part of the City Center Traffic Plan to improve traffic flow along Riverfront Drive and 2nd Street
- ⚙ The median was also placed to discourage utilization of intersection by Central Concrete trucks who now more often utilize Lime Street and Thompson Street
- ⚙ The emergency median does not pose a problem for fire trucks
- ⚙ The EVP System (signal interruption for emergency vehicles) was installed in 2003 and the Broad Street intersection at Madison Avenue – fire trucks had utilized the intersection incident free prior to that time

Broad Street/Madison Avenue Median



- ⚙ Traffic counts on Broad Street, south of Madison Avenue, were reduced from 5177 ADT to 1476 ADT
- ⚙ The signal at Broad Street and Madison Avenue could not be reinstalled without removing signal at 2nd Street (four signals in four blocks) and more congestion
- ⚙ Property owners south on Broad Street will be surveyed as to their interest to reestablishing the signal or full intersection with turn lanes at Broad Street and Madison Avenue

One-way To Two-way Conversion South of Madison



One-Way Conversion of Broad/4th Streets



- ⚙ The City agreed to study the issue based upon requests of individual property owners along Broad and 4th Streets
- ⚙ In the City's opinion converting the traffic to two-way will not have the dramatic effect on traffic reductions that the conversion had on Broad and 4th Streets south of Madison Avenue
- ⚙ Conversion may improve neighborhood access, reduce speed, improve Franklin School access and calm and discourage traffic upon the installation of stop signs and diversions

One-Way Conversion of Broad/4th Streets



- ☼ Traffic counts on along 4th/Broad Streets are included in the attached maps
- ☼ Overall the traffic is within the norms for residential with the exception that certain portions of Broad and 4th Streets have traffic counts that are classified as minor residential collectors (similar to Victoria Blvd which is located south of Mankato near Rosa Parks School – 1200 AADT)
- ☼ The City delayed the traffic study based upon the input from the neighborhood regarding Thompson Ravine construction

One-Way Conversion of Broad/4th Streets

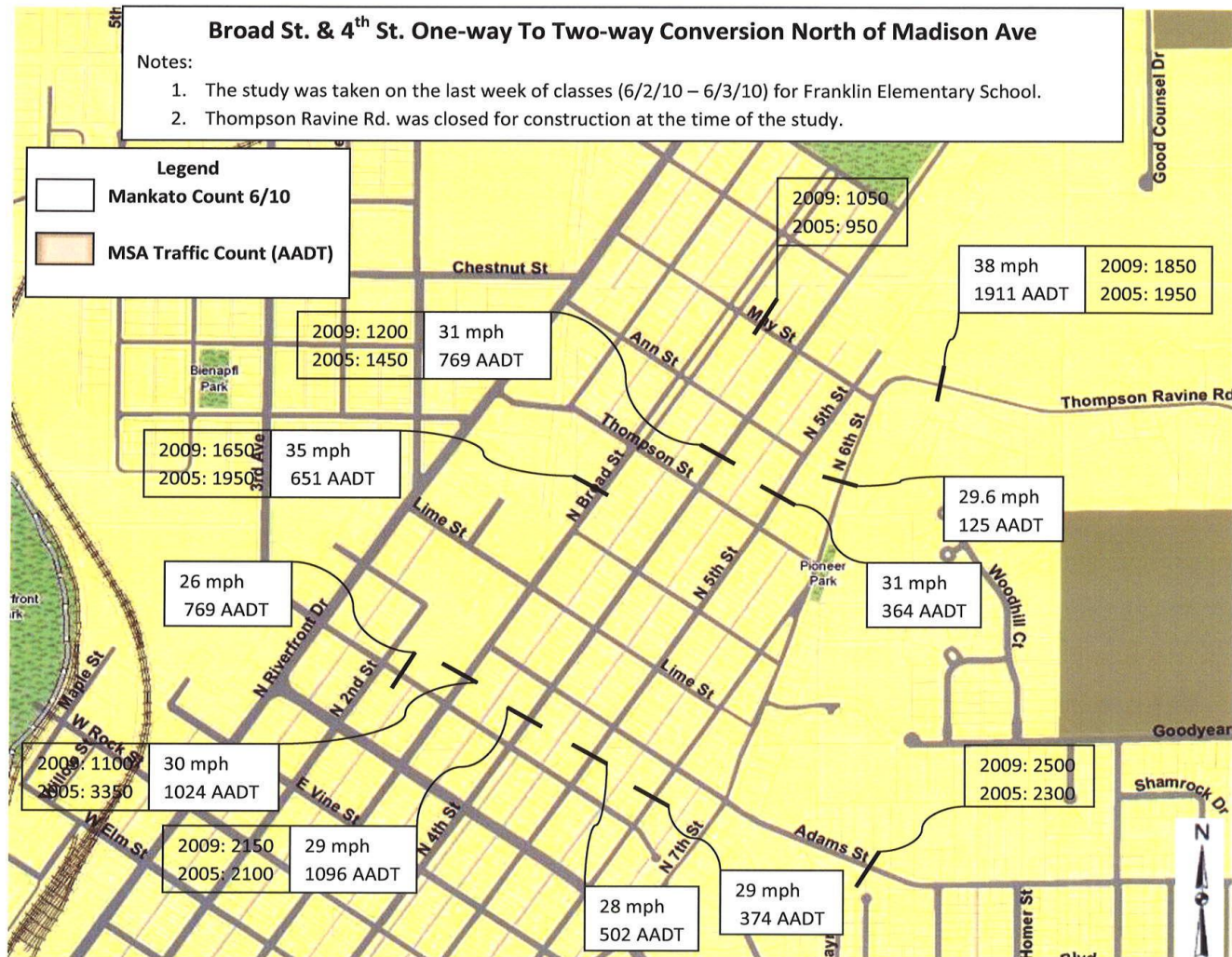


- ⚙ School Safety Committee has requested the opening of 4th Street to two-way traffic or the signalization/opening of Broad Street and Madison Avenue
- ⚙ Additional counts can be taken in Spring of 2011 after six (6) months of Thompson Ravine traffic
- ⚙ A full public hearing before the City Council would be required to convert the roadway to two-way traffic
- ⚙ Conversion to two-way traffic is not advisable after the start of the School Year
- ⚙ Signal changes, signage, and median work would take at least 30 days to accomplish

One-Way Conversion of Broad/4th Streets



- ☼ If 4th Street and Broad Street were converted to two-way additional stop signs may need to be installed at the Thompson Street, Lime Street, and May Street intersections (a possible diversion might be needed southbound at the 4th Street and Mable Street intersection)
- ☼ Reestablishment of the signal at Broad Street/Madison Avenue and the removal of other traffic improvements along 4th Street would cost approximately \$250,000 – The cost of opening the Broad/Madison intersection to two-way traffic without left turn lanes and a signal would be minimal



Other Traffic Issues

- ⚙ Traffic signals on municipal state aid roads can not be implemented without a traffic signalization warrant study
- ⚙ The intersection of Riverfront Dr/Good Counsel would not likely meet traffic warrants as the delays on Good Counsel are mainly caused by left hand turning movements onto Riverfront during peak school hours and the predominant traffic movement is Riverfront Drive
- ⚙ Previous studies supported the possibility of signaling the TH 14 north ramp at Riverfront based upon traffic delays backing the ramp up at certain peak times (this would provide gaps for traffic on Riverfront Drive)

Other Traffic Issues

Good Counsel Signalization



- ⚙ A signal at Riverfront Drive/TH 14 would likely help the Good Counsel intersection, include financial support from MNDOT, would likely meet warrants – previous study supported the need to look at the Riverfront Drive/TH 14 ramp intersection
- ⚙ A signalized intersection costs approximately \$250,000 to install and annual maintenance costs
- ⚙ Tourtellotte Pool revised drop off signage and parking stall painting will occur when resources and time permit

Other Traffic Issues

Neighborhood Traffic Calming



- ⚙ Physical diversions prove to be most effective in calming traffic by creating interruptions/delays to through traffic activity
- ⚙ Two-way stop sign installations help, but all way stops on lower volume side streets sometimes create “stop and cruise” behaviors and increased mid-block speed/noise levels
- ⚙ Studies show that advisory signs (i.e. children playing) prove ineffective and in the future will be very expensive to maintain because of new federal guidelines on traffic control signs
- ⚙ Minnesota does not allow jurisdictions to put in place speed limits lower than 30 mph on State aid streets (except for school zones)

Other Traffic Issues

Neighborhood Traffic Calming



- ⚙ Strict traffic enforcement of speed limits prove to be most effective in influencing behavior
- ⚙ One-way streets, particularly in residential zones, promote increased traffic capacity and ease of traffic movement, but increase speeds due to less side-friction
- ⚙ Two-way streets create more side-friction, which creates slower side streets and more maneuverability
- ⚙ Stop signs are more effective than yield signs